

## Daily Eagle

M. M. MURDOCK, Editor.  
M. M. MURDOCK & BRO., Publishers and Proprietors.

All letters pertaining to the business of the printing department, binding, subscription or for advertising should be addressed to the business manager. All other communications to the editor. The only daily paper in Southwestern Kansas or Oklahoma receiving the complete Associated Press report.

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Readers of the Eagle when in New York City or Chicago, can get copies of the paper at the office of our agent at the address given above.

## RAILROAD TIME TABLE

ATCHISON, TOPEKA & SANTA FE RAIL.

## NORTH AND EAST.

No.	Arrive	Leave	Arrive	Leave
408	10:30 p.m.	10:40 p.m.	7:30 a.m.	7:40 a.m.
409	10:40 a.m.	10:50 a.m.	7:40 a.m.	7:50 a.m.
410	10:50 a.m.	11:00 a.m.	7:50 a.m.	8:00 a.m.
411	11:00 a.m.	11:10 a.m.	8:00 a.m.	8:10 a.m.
412	11:10 a.m.	11:20 a.m.	8:10 a.m.	8:20 a.m.
413	11:20 a.m.	11:30 a.m.	8:20 a.m.	8:30 a.m.
414	11:30 a.m.	11:40 a.m.	8:30 a.m.	8:40 a.m.
415	11:40 a.m.	11:50 a.m.	8:40 a.m.	8:50 a.m.
416	11:50 a.m.	12:00 p.m.	8:50 a.m.	9:00 a.m.

## SOUTH AND WEST.

No.	Arrive	Leave	Arrive	Leave
417	6:30 a.m.	6:40 a.m.	9:30 p.m.	9:40 p.m.
418	6:40 a.m.	6:50 a.m.	9:40 p.m.	9:50 p.m.
419	6:50 a.m.	7:00 a.m.	9:50 p.m.	10:00 p.m.
420	7:00 a.m.	7:10 a.m.	10:00 p.m.	10:10 p.m.
421	7:10 a.m.	7:20 a.m.	10:10 p.m.	10:20 p.m.
422	7:20 a.m.	7:30 a.m.	10:20 p.m.	10:30 p.m.
423	7:30 a.m.	7:40 a.m.	10:30 p.m.	10:40 p.m.
424	7:40 a.m.	7:50 a.m.	10:40 p.m.	10:50 p.m.
425	7:50 a.m.	8:00 a.m.	10:50 p.m.	11:00 p.m.

## WEST.

No.	Arrive	Leave	Arrive	Leave
426	10:45 a.m.	10:55 a.m.	8:30 a.m.	8:40 a.m.
427	10:55 a.m.	11:05 a.m.	8:40 a.m.	8:50 a.m.
428	11:05 a.m.	11:15 a.m.	8:50 a.m.	9:00 a.m.
429	11:15 a.m.	11:25 a.m.	9:00 a.m.	9:10 a.m.
430	11:25 a.m.	11:35 a.m.	9:10 a.m.	9:20 a.m.
431	11:35 a.m.	11:45 a.m.	9:20 a.m.	9:30 a.m.
432	11:45 a.m.	11:55 a.m.	9:30 a.m.	9:40 a.m.
433	11:55 a.m.	12:05 p.m.	9:40 a.m.	9:50 a.m.
434	12:05 p.m.	12:15 p.m.	9:50 a.m.	10:00 a.m.

## EAST.

No.	Arrive	Leave	Arrive	Leave
435	12:15 p.m.	12:25 p.m.	10:00 a.m.	10:10 a.m.
436	12:25 p.m.	12:35 p.m.	10:10 a.m.	10:20 a.m.
437	12:35 p.m.	12:45 p.m.	10:20 a.m.	10:30 a.m.
438	12:45 p.m.	12:55 p.m.	10:30 a.m.	10:40 a.m.
439	12:55 p.m.	1:05 p.m.	10:40 a.m.	10:50 a.m.
440	1:05 p.m.	1:15 p.m.	10:50 a.m.	11:00 a.m.
441	1:15 p.m.	1:25 p.m.	11:00 a.m.	11:10 a.m.
442	1:25 p.m.	1:35 p.m.	11:10 a.m.	11:20 a.m.
443	1:35 p.m.	1:45 p.m.	11:20 a.m.	11:30 a.m.

## CONNECTIONS.

No. 1.—Connects at Burton, Kan., with A. & S. F. for points in Kansas. Has reclining chair cars (seats free), and Pullman drawing room sleepers to Burton, Kan.

No. 2.—Connects at Monette for points in Arkansas, Indian territory and Texas. Connects at Grand Union Station, St. Louis, with all lines for the east, north and southeast. Has reclining chair cars (seats free) and Pullman drawing room sleepers to St. Louis.

No. 3.—Connects at Burton with A. & S. F. for all points west and northwest. Has reclining chair cars (seats free) Pullman drawing room sleepers to Burton, Kan. Through Pullman sleepers to Los Angeles, San Diego, San Francisco, San Jose, and other points in California. On Sundays has Pullman sleepers through to Los Angeles.

No. 4.—Connects at Monette for points in Arkansas and Texas. Connects at St. Louis Grand Union Station with all lines for the east, north and southeast. Has reclining chair cars (seats free) and Pullman drawing room sleepers to St. Louis.

Through tickets on sale to all points. For further information call upon or address TAGG & GARVEY, City Ticket Agents.

## SOUTHERN PACIFIC RAILWAY.

TRAIN	ARRIVE	LEAVE
No. 47 Kansas City and St. Louis Express.	8:30 p.m.	8:40 p.m.
No. 48 St. Louis and Kansas City Express.	10:40 a.m.	10:50 a.m.
No. 49 St. Louis and Kansas City Express.	12:40 p.m.	12:50 p.m.
No. 50 Kansas City and St. Louis Express.	2:40 p.m.	2:50 p.m.
No. 51 Kansas City and St. Louis Express.	4:40 p.m.	4:50 p.m.
No. 52 Kansas City and St. Louis Express.	6:40 p.m.	6:50 p.m.
No. 53 Kansas City and St. Louis Express.	8:40 p.m.	8:50 p.m.
No. 54 Kansas City and St. Louis Express.	10:40 p.m.	10:50 p.m.

## Time Table Chicago, Rock Island and Pacific Railway.

TRAIN	ARRIVE	LEAVE
GOING NORTH AND EAST.		
No. 2 Kansas City, St. Louis, and Chicago Express.	10:40 a.m.	10:50 a.m.
No. 3 Kansas City, St. Louis, and Chicago Express.	12:40 p.m.	12:50 p.m.
No. 4 Kansas City, St. Louis, and Chicago Express.	2:40 p.m.	2:50 p.m.
No. 5 Kansas City, St. Louis, and Chicago Express.	4:40 p.m.	4:50 p.m.
No. 6 Kansas City, St. Louis, and Chicago Express.	6:40 p.m.	6:50 p.m.
No. 7 Kansas City, St. Louis, and Chicago Express.	8:40 p.m.	8:50 p.m.
No. 8 Kansas City, St. Louis, and Chicago Express.	10:40 p.m.	10:50 p.m.

## GOING SOUTH AND WEST.

TRAIN	ARRIVE	LEAVE
No. 1 Kansas City, St. Louis, and Chicago Express.	10:40 a.m.	10:50 a.m.
No. 2 Kansas City, St. Louis, and Chicago Express.	12:40 p.m.	12:50 p.m.
No. 3 Kansas City, St. Louis, and Chicago Express.	2:40 p.m.	2:50 p.m.
No. 4 Kansas City, St. Louis, and Chicago Express.	4:40 p.m.	4:50 p.m.
No. 5 Kansas City, St. Louis, and Chicago Express.	6:40 p.m.	6:50 p.m.
No. 6 Kansas City, St. Louis, and Chicago Express.	8:40 p.m.	8:50 p.m.
No. 7 Kansas City, St. Louis, and Chicago Express.	10:40 p.m.	10:50 p.m.
No. 8 Kansas City, St. Louis, and Chicago Express.	12:40 p.m.	12:50 p.m.

## ON BUMPING CARS

## RAILROADS THAT SWITCH CATTLE CARS HARD RESPONSIBLE

If They Knock the Cattle Down and Bruise Them They are Not Exercising Ordinary Care and Diligence—So Decided the Kansas Court of Appeals in a Case From This County—Number of Decisions are Handed Down, Nine of Which are Reversed—The Cases and the Results in Full.

Railroad companies are responsible for bumping cattle off their feet while in transit. This is the decision of the court of appeals in an opinion handed down yesterday. This opinion was in the case of the Atchison, Topeka and Santa Fe railroad company vs. Dittmar, Voris and Vandivere.

The court handed down opinions yesterday in the following cases: Atchison, Topeka and Santa Fe railroad company vs. Dittmar, Voris and Vandivere, from Sedgewick county. District court affirmed.

J. W. Griffiths, as sheriff of Chase county, Kansas, vs. C. C. Whitson, from Chase county district court. Reversed.

State of Kansas vs. Barney O'Connor, from Sumner county. Liquor case. District court affirmed.

E. and W. V. railroad company vs. Joseph C. Lilly, John Lilly and Charles S. White, from Marion county. Judgment of District Court modified.

St. Louis and San Francisco railroad company vs. Anna Hoover et al, from Butte county. Reversed.

J. F. Limerick vs. S. L. Barrett et al, from Sedgewick county. Affirmed.

William George vs. State of Kansas, from Sumner county. Affirmed.

The Western Union Telegraph company vs. The Getto, McGinnis Boot and Shoe company, from Sedgewick county. Reversed.

D. B. Curd vs. S. B. Bown, et al, from Marion county. Affirmed.

The First National Bank of Hutchinson vs. A. McIntire, from Reno county. Judgment of District Court modified.

John W. Jones, Sheriff vs. W. R. Marshall, from Reno county. Judgment of lower court affirmed.

The Omaha, Hutchinson and Gulf railroad company vs. M. Deney, from Kingman county. Judgment of District Court reversed.

William Scully vs. J. H. Orter, from Butler county. Judgment of lower court affirmed.

Frank Wood, trustee, vs. W. W. Dill et al, from Sedgewick county. Judgment of lower court reversed.

Frick company vs. William Carson, from Coffey county. Judgment of lower court affirmed.

James W. Dobson et al vs. Fred Shoup, from Barber county. Judgment of lower court reversed.

The Mutual Benefit Life Insurance company vs. Samuel Sackett, et al. Dismissed.

True Richardson vs. Great Western Manufacturing company, from Sumner county. Judgment of lower court affirmed.

John H. Wheat vs. Jane R. Brown, from Barber county. Judgment of lower court reversed.

E. F. Smith et al vs. Caroline Savage, from Lyon county. Judgment of lower court affirmed.

In the Dittmar case the evidence shows that some cattle were shipped from Amarillo, Texas, over the Fort Worth and Denver railroad to Panhandle City and from Panhandle City to Kansas City with the privilege of the Wichita market; that they left Panhandle City about 9 o'clock p. m. on the 24th and arrived in Wichita about 3 p. m. on the 26th, making about forty-two hours to come less than 400 miles. The cattle were shipped on local freight trains; the trains made frequent stops; the motive power was poor; the trains were heavy and much switching done. The cattle were frequently knocked down and bruised and while they had started out good, strong butchers stuff, they arrived in Wichita badly bruised and swollen and five dead. The case was won by the cattle-men below and was appealed to the Court of Appeals by the Santa Fe company.

Denison in his opinion confirming the judgment of the lower court against the railroad company in part says: "Where the undisputed evidence of the railroad company in switching, bumped the cars and knocked the cattle off their feet and threw them down, and that this occurred several times, it is not error for the court to instruct the jury that the evidence was introduced tending to show that the trainmen shifted about and bumped the cars in a needless manner, that is to say in such a manner that a person of ordinary care would not have been guilty of."

Judge Denison says that an ordinarily prudent man would have set out the cars containing the cattle while the switching was in progress.

## IT WAS SORT OF A BOOM

Cuban Town That Has Been Gaining Inhabitants by the Doze.

Chicago, Feb. 6.—The Inter-Ocean prints the following:

In Pinar del Rio a war devoid of the barbaric has been carried on. The supporters of the revolution, and there are many in this city and province, wrote resident Cienfuegos and General Gomez letters asking them not to invade the province, fearing that the great tobacco fields would be destroyed by the rebel army, or if not, by the government forces.

"We cannot support the movement if this is done," they wrote, "because the crop now ready to be gathered will be ruined, and we will have funds neither to support our families nor render material aid to the cause."

But the leaders knew what they were doing. They wished to demonstrate their ability not only to enter Matanzas and Havana but the extreme western province of the island, and this despite the thousands of troops Spain had massed against them on the narrow strip of land between Havana and the southern point of Cuba.

"As soon as the insurgents broke through the line of troops (which must in this instance be called, like the equator, an imaginary line), the Spanish tactics employed at Matanzas were transferred to this city. Although the rebel army was seventy miles away, the city was put in a state of defense. Cannon were placed on approaching thoroughfares, and a sort of garrison guard mount and picket duty was at once instituted. Of course alarm spread among the inhabitants, for it appeared to them that the soldiers themselves were terrified by thoughts of approaching rebels. As one citizen of the place says: 'It was extremely ridiculous to see preparations going on here and columns of Spanish troops that had been chasing Delgado and some of the rebels, and now in this town to seek refuge behind the stone walls of the headquarters, instead of going out to meet the enemy in the field.'"

But the excitement has all passed away, and the inhabitants are now quite accustomed to the rattle of musketry and the booming of heavier guns, that has continued daily for a fortnight in the country surrounding the city. One would think from the noise that each army was annihilating the other, but the evening reports that come in indicate that only a dozen Spaniards and eight or ten times as many insurgents have been killed during the day's excursion.

The monotony was somewhat alleviated when, a few days ago, the battle of Las Taironas was fought, within six miles of the city. "Old Linda" who the sun was low, cannon never boomed more loudly, and the good people of Pinar del Rio prayed fervently, for they thought the end of the world, or at least this particular province of it, was nigh. The priests gathered at the cathedral and hoped aloud that only a few soldiers would be killed; on which side they did not say, but their prayers were evidently offered for the Cubans, as the Spaniards were completely defeated, losing 200 men and their rich ammunition train.

Las Taironas is acknowledged by all to have been the most important engagement since the battle of Cardenas, and as far as General Maceo was concerned, for his force was badly in need of ammunition and other military stores, and would have been in very severe straits but for the capture of the convoy. Besides about 3,500 rounds of Mauser cartridge, there were 800 Mauser rifles and a large quantity of dynamite captured in the train. The latter will probably be used to good advantage on the railroad between here and Havana, which, up to this writing, is practically intact.

**TO CURE A COLD IN ONE DAY.**  
Take laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure.

## OF GENERAL INTEREST.

—The assessed valuation of Savannah is \$33,238,983, and its debt is comparatively heavy, being, in all, \$3,494,400.

—It has been computed by geographers that if the sea were emptied of its water and all the rivers of the earth were to pour their present floods into the vacant space, allowing nothing for evaporation, 40,000 years would be required to bring the water of the ocean up to its present level.

—Some 20 tons of silk spinning and weaving machinery was shipped from Stonington, Conn., to Moscow, Russia, recently. Sixty tons more is ordered for the same place and parties. The machinery is for use in a big silk mill recently built in the old capital of Russia.

—Brass plates bearing appropriate inscriptions now mark the sites of the pews in old Christ church, Philadelphia, once occupied by Betty Ross, maker of the first American flag; Francis Hopkinson and his son, Joseph Hopkinson, author of the national hymn, "Hail Columbia"; the Penn family, Benjamin Franklin and George and Martha Washington.

—At the head waters of the Orinoco the Spanish traditions locate the land of El Dorado, "The Gilded Man," a potentate whose country was so rich in gold dust that he had his body anointed with oil and sprinkled with gold every morning, so that he shone in the sun as though gilded. It is a curious fact that the country in which tradition located this marvelous being has never been explored by a white man.

—Of the 229,370 alien steerage passengers who arrived at the port of New York last year, 42,942 above 14 years of age could not read and write. About 149,500 of the steerage arrivals were over 14 years of age, and only 29,287 of these brought with them \$30 and over. No less than 132,000 of the whole number of steerage immigrants had some point in the north Atlantic states for a destination, while only 2,451 were bound for the south central states.

## HOW CORPSES ARE SHIPPED.

Some Facts Relating to the Transportation of Dead Bodies.

Every corpse that is shipped on the railroad is charged for as a first-class passenger. The full fare is charged whether the body be that of an infant or a full grown man. During 1895 there were 445 corpses sent over the Union Denver and all were landed at the Union depot baggage-room. Of this number 37 were bodies of persons who died in Denver and 111 of persons who died in other parts of the state.

In addition to the bodies forwarded there were several hundred received for burial in Denver. This means that the baggage men have a cadaver for company daily and sometimes several a day. In August there were 42 forwarded, besides what were received. The shipment of corpses represents no inconsiderable item in the receipts of the railroads, for in every case some relative or friend of the dead person must go along to take care of it. Such person, of course, also pays a full first-class fare.

The railroads have adopted certain rules governing the transportation of

## WICHITA WHOLESALE AND MANUFACTURING

The Houses given below are Representative Ones in their Line and are Thoroughly Reliable. They are furnished thus for ready reference for the South Generally, as well as for City and Suburban Buyers. Dealers and Inquirers should correspond directly with Names and Addresses given.

corpses, one of which reads as follows: "One full regular first-class ticket, limited or unlimited, will be honored for the transportation of the corpse of a person of any age in baggage cars, when accompanied by a passenger in charge on the same train, the word 'corpse' to be plainly written on the face of the ticket and of each coupon thereof."

One of the local ticket agents the other day picked up the stubs of a "corpse" ticket he had just sold, and called attention to the word, which in that case was printed with a rubber stamp in purple ink.

"That seems brutal," he said. "It doesn't look so cold blooded when 'corpse' is written across the ticket, but it strikes one as being peculiarly offensive to stamp it on."

If that were the only requirement shipping corpses would be a simple matter. The friend of the deceased presents a physician's or coroner's certificate giving the name of the deceased, age, date of death, cause of death, place of death, and if the deceased was a minor, the parents' names must also be certified to.

There must also be a certificate from the undertaker stating that the body had been prepared by him for transportation, and that it has been incased in a casket, or in an antiseptic incense sack, hermetically sealed, and that it has been placed in an air-tight casket, or in a tight wooden box. If the corpse is that of a person who has died of smallpox, cholera, leprosy, yellow fever or typhus fever the railroads cannot accept it.

The laws of California, Colorado, District of Columbia, Florida, Iowa, Kentucky, New Hampshire, New Jersey, Ohio, Rhode Island, Tennessee, Texas, Utah, Vermont, West Virginia, Wisconsin and province of Quebec do not allow the passage of bodies dead of diphtheria through or into the state. Such bodies should be refused if destined to points to or through above states.

The certificates mentioned must be made out in duplicate, one copy to be retained by the party in charge of the body and the other copy is taken up by the baggage agent and forwarded to the general baggage office, with a daily report.

The train baggage man must carry the corpse and ticket as baggage, giving name and destination as marked on the box.

The personal effects of the deceased, not exceeding 150 pounds, may be checked free upon the corpse ticket, and the baggage on the railroad between here and Havana, which, up to this writing, is practically intact.

**Joshua's Rest.**  
The men of the biblical times were a race whose policemen could not be outdone. For we read in the bible which Joshua fought.

That he even arrested the sun.

## Children Cry for

Pitcher's Castoria.

## Composition

Printers in need of composition (typesetting) can have it done on the shortest possible notice.

## Clean,

## Neat and

## Nice

by applying at this office.

## Wichita Eagle

## PROFESSIONALS.

## LAWYERS.

A. DAVIS & ADAMS, LAWYERS, Wichita

J. MYATT, ATTORNEY-AT-LAW, 209 North Main St.

BENTLEY & FERGUSON, LAWYERS, Rooms 403 & 404 A, Sedgewick Bldg.

CHAS. H. BROOKS, ATTORNEY AT LAW, Office in Zimmerman Building

CAMPBELL & DYER, ATTORNEYS-AT-LAW, 104 N. Main St.

HENRY HUTTMAN, ATTORNEY-AT-LAW, Office in Government Building

J. B. HOUSTON, ATTORNEY-AT-LAW, Over Fourth National Bank.

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R. VORHAUG & RAUCH, ATTORNEYS AT LAW, Sedgewick Block, Rooms 303-305

## STURDEVANT &amp; STURDEVANT,

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THOS. C. WILSON, LAWYER, 201 N. Main St. Telephone 135.

W. E. STANLEY, ATTORNEY-AT-LAW, Citizens' Bank Building.

## PHYSICIANS.

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Practice limited to diseases of the EYE, EAR, NOSE AND THROAT.

E. E. HAMILTON, M. D., SPECIALTIES: Eye, Ear, Nose and Throat.

DR. P. S. THOMAS, Physician and Surgeon, Office: 400 East Douglas, over Gehring's. Telephone: 298.

Dr. J. W. Shults, SPECIALIST in medical and surgical and electrical treatment of all chronic nervous, skin and private diseases, male and female. Office, 150 North Main street.

DR. MARY GAGE DAY, ROOM 22, FLETCHER BUILDING. Office hours, 2 to 5 p. m.

## BANKS.